

SAFETY REPORT

May 1969

1. General

Pilot meetings.

MSAFE was unable to attend any pilot meetings during the month, however all meetings stressed monsoon hazards and the safety precautions to be observed with adverse winds, thunderstorms, and rain-slick runways.

Accident investigations.

1. Hard landing incident of C-47, 48084 has been investigated. Report will be submitted in June.
2. Local Board of Review was completed for VTB, N9838Z accident of 2 March 1969, has been completed and placed in Company mail.
3. Local Board of Review for Beech 10-2, N137L accident of 22 February 1969 was convened on 27 May, but was recessed because of VTB, N3728C accident the same afternoon. N137L Board rescheduled for 2 June.
4. Review Board is pending for 204B, N1304X accident of 13 March, estimate completion by 12 June.
5. VTB, N3728G accident of 27 May at V-206, Hoi An is under investigation at present.
6. Mr. R.V. Hohmann, 204B Crew Chief was seriously injured in a fall from N8535F on the V-01 ramp on 22 May. SAM/nW investigation stated that safe work practices were being followed. This is questionable and will be further investigated.
7. On 22 May, C-46, B-138 was overloaded with steel pipe at DNG, resulting in a landing at V-01 5,175 pounds over maximum landing weight. This is under investigation by A/SATM/SGN. In view of past cargo loading problems at DNG vigorous corrective action is indicated.

2. Safety Suggestions.

Safety Comments and Pilot Reports.

13 May - Captain J.F. Smith cited inadequacy of the PC6 brake assembly due to excessive disc wear. He recommended a double puck assembly or more rigid adherence to disc tolerances. Processed to MTS, MFD, AMR/PC6, and ESAPI.

13 May - Captain J.F. Smith cited the possibility of inadvertent movement of the engine switch to the stop position on the PC6. He suggests a spring loaded guard over the switch.

- Captain McCauley stated the Beechcraft cross-chest safety belt cannot fastened properly, restricts movement, and will not remain securely fastened to ESAPI.

30 May - Captain Hildebrand's complaint about the length of C-47 seat belts (12 March 69) is still being circulated. MTS is now trying to determine what the Company standards are for seat belt lengths.

30 May - Captain McCauley cited the problem of being lost by radar because of no IFF, while flying through thunderstorms and artillery vectors. Routed to DSAFE.

30 May - Captain McGauley requested study of K-985 engine reliability due to the recent increase in failure and malfunction incidents. Routed to DSAFE.

30 May - Recommendation was submitted to study the use of inferior fluorescent ballasts as a result of numerous ballasts fires (14C some odd in the past three months). A/SESD has requested authorization to purchase approved ballasts. Info has been forwarded to DSAFE.

### 3. Follow-up Action

Airfield Survey. - On 20 May the local Company Airfield Evaluation Team inspected V-243, V-151, V-242, and V-203 as a result of several accident/incident report recommendations. The Team consisted of MFD, SFD, Chief FIC, MSAFE, and Mr. Sparks of CORPS Air Operations. Copy of the report has been forwarded to DSAFE for info. SFD should be highly complimented for an excellent report.

Ground Safety - MTS has established a form, "GROUND SAFETY VIOLATION", to report individual violations of Company Safety Regulations. This will improve the ground safety program by "putting some teeth" into enforcement of the rules. MTS interest in both ground and flight safety is noteworthy. A copy of the new form is attached.

### 4. Unfriendly Action

| <u>DATE</u> | <u>A/C TYPE/NO</u> | <u>LOCATION</u> | <u>REMARKS</u>  |
|-------------|--------------------|-----------------|---|
| 01          | 10-2/N771          | XF9295          | PIC observed AW tracers directed at A/C at 1800'. Evaded by steep left turn.  |
| 08          | 204B/N1305X        | XS9459          | PIC observed 2-5 sec bursts of AW fire at 3500' above terrain. En position was under attack by Army gunships.                       |
| 08          | C-46/B928          | V-23            | A/C sustained 8 30 cal hits at 500' while turning final. 4 rds rt inbd wing, 2 rds rt inbd flap, 2 rds left inbd flap. No injuries. |
| 10          | PC6/N9444          | VS8517          | PIC heard and saw 10 sec burst of AW at 2,500 feet. Evaded by flying out over water.  |

### 5. Minor Incident/Inflight Irregularity (SAFE 9)

None submitted to date.

6. Accident Reports (SAFE 4)

| <u>DATE</u> | <u>A/C TYPE/NO</u> | <u>LOCATION</u>  | <u>REMARKS</u>  |
|-------------|--------------------|------------------|---|
| 03          | C-45/N9073Z        | V-01, South ramp | Tug driver towed A/C so that right wing struck wall. Wing tip walker gave erroneous signal. Personnel received 3 days LWOP.   |
| 06          | 10-2/N7950C        | V-12             | Right tire blew out while taxiing. Suspect FOD on runway.   |
| 08          | C-46/B146          | V-01             | Embassy fork lift driver loading C-46 CA-3, backed into right horizontal stabilizer tip. Substantial damage.  |
| 08          | C-46/B928          | V-23             | Aircraft hits described in paragraph 4.   |
| 09          | PC6/N393R          | V-01             | Right rear pax door flew open during O/N runup. Fuselage bent and door stringer broken. Disciplinary action taken for crew failure to lock door.  |
| 09          | VTB/N3728G         | V-104            | Rt main tire went flat after A/C parked<br>Suspect FOD.   |
| 10          | DRC-4/N539Y        | V-17             | Left fuselage torn by fork lift driven by Embassy driver. Submitted to COALS Air Ops for corrective action. (Note - No action taken.)   |
| 11          | C-45/N9396Z        | V-01             | Tug operator was turning to park A/C, left rudder struck wing tip of N9573Z. No signalman used, disciplinary action taken against ramp crew.  |
| 14          | 10-2/N9521Z        | Unk              | Damage to rt wing tip found on O/N svc. Dirt & asphalt stuck in 4 in scrape on bottom of trailing edge. Pilot claims he noticed damage on preflight but did not make log entry. SAFE 9 will be submitted. |

"ATTACHMENT A"

## SAIGON BASE FLIGHT TIME REPORT

MAY 1969.

1. Contract VN-41

| A/C No. | Revenue    |             | Non-Revenue |             |
|---------|------------|-------------|-------------|-------------|
|         | Block Time | Flight Time | Block Time  | Flight Time |
| N67984  | 65+01      | 51+31       | 9+08        | 7+19        |
| N67985  | 109+30     | 88+11       | 6+32        | 4+50        |
| B910    | 107+26     | 85+49       | 4+46        | 3+55        |
| B926    | 134+31     | 108+10      | 24+21       | 22+18       |
| B928    | 142+15     | 115+31      |             |             |
| HL38    | 60+19      | 48+43       | 0+50        | 0+32        |
| HL46    | 56+32      | 45+50       |             |             |
| 6147    | 66+43      | 53+30       | 1+10        | 0+40        |
| 8084    | 96+51      | 81+12       | 1+22        | 0+22        |
| 5559    | 142+30     | 105+50      |             |             |
| 5994    | 98+33      | 84+09       | 2+40        | 2+19        |
| B817    | 10+04      | 7+48        |             |             |
| B829    | 47+11      | 35+05       | 8+54        | 1+28        |
| 6083    | 108+08     | 91+11       |             |             |
| N539Y   | 6+55       | 6+00        | 10+50       | 8+53        |
| N544Y   |            |             |             |             |
| N9518Z  | 67+19      | 55+01       | 3+53        | 2+52        |
| N6154U  | 88+11      | 76+22       | 2+10        | 1+21        |
| N9956Z  | 56+03      | 46+38       | 10+28       | 9+25        |
| N7770B  | 90+07      | 78+01       | 3+06        | 2+24        |
| N9577Z  | 31+03      | 25+17       | 6+15        | 4+43        |
| N9838Z  | 115+34     | 102+38      |             |             |
| N3728G  | 45+33      | 39+09       | 8+08        | 6+54        |
| N9664C  | 16+30      | 13+54       | 1+52        | 0+54        |
| N3674G  | 16+56      | 13+48       |             |             |
| N7695C  | 12+48      | 9+48        |             |             |
| N6622C  | 16+59      | 13+41       |             |             |
| N9521Z  | 104+58     | 84+13       | 21+47       | 19+20       |
| N9573Z  | 116+26     | 95+35       | 15+06       | 12+43       |
| N5269V  | 139+28     | 118+50      |             |             |
| N77Y    | 143+01     | 114+42      | 1+59        | 1+26        |
| N7950C  | 116+31     | 94+33       | 1+46        | 0+43        |
| N51259  | 38+43      | 29+22       |             |             |
| B21E412 | 95+39      | 80+27       | 1+19        | 0+52        |
| N9073Z  | 115+40     | 98+43       | 3+30        | 2+44        |
| N9871Z  | 19+00      | 14+36       | 2+10        | 1+47        |
| N9898Z  | 20+30      | 16+03       | 5+41        | 3+55        |
| N358F   | 166+48     | 140+57      | 12+25       | 10+36       |
| N285L   | 148+32     | 130+22      | 3+13        | 1+33        |
| N391R   | 155+59     | 140+55      | 1+00        | 0+50        |
| N394R   | 161+23     | 139+34      | 12+19       | 10+34       |
| N9444   | 168+03     | 142+59      | 0+58        | 0+30        |
| N198X   | 145+41     | 123+56      | 6+44        | 4+53        |
| N153L   | 106+15     | 192+23      | 3+22        | 2+36        |
| N180K   | 164+02     | 140+27      | 4+34        | 4+02        |

|        |        |        |       |       |
|--------|--------|--------|-------|-------|
| N12450 | 107+54 | 91+54  | 16+54 | 13+46 |
| N748N  | 10+46  | 7+17   |       |       |
| N152L  | 11+10  | 10+03  |       |       |
| N184L  | 8+18   | 7+16   |       |       |
| N185K  | 10+19  | 8+13   |       |       |
| N192X  | 44+39  | 39+50  |       |       |
| N393R  | 16+06  | 13+49  |       |       |
| N194X  | 3+45   | 3+33   |       |       |
| N1303X | 138+16 | 138+16 | 3+25  | 3+25  |
| N1304X | 37+30  | 37+30  | 17+29 | 17+29 |
| N1305X | 160+34 | 160+34 | 8+00  | 8+00  |
| N1306X | 154+18 | 154+18 | 3+25  | 3+25  |
| N1307X | 282+53 | 282+53 | 1+50  | 1+50  |
| N8512F |        |        |       |       |
| N8513F | 5+24   | 5+24   |       |       |
| N8514F | 10+22  | 10+22  |       |       |
| N8535F | 19+30  | 19+30  |       |       |
| B839   |        |        | 2+09  | 1+44  |
| B875   |        |        | 0+45  | 0+30  |
| B867   |        |        | 1+27  | 1+08  |
| B849   |        |        | 3+29  | 3+05  |
| B865   | 6+20   | 5+58   | 0+46  | 0+26  |
| B869   | 6+20   | 5+58   |       |       |
| B857   | 6+20   | 5+58   |       |       |

|           |         |         |        |        |
|-----------|---------|---------|--------|--------|
| Sub-total | 4976+55 | 4290+00 | 256+48 | 215+01 |
|-----------|---------|---------|--------|--------|

2. Contract 4395

|        |        |        |       |       |
|--------|--------|--------|-------|-------|
| B928   | 7+13   | 6+01   |       |       |
| B146   | 10+36  | 7+58   | 5+25  | 5+00  |
| B817   | 58+38  | 44+53  |       |       |
| B829   | 23+35  | 18+53  |       |       |
| N539Y  | 49+01  | 39+54  |       |       |
| N544Y  | 8+36   | 7+02   | 2+25  | 1+58  |
| N3674G | 56+28  | 46+55  | 3+13  | 2+10  |
| N7695C | 40+07  | 31+46  | 24+34 | 21+25 |
| N91295 | 58+07  | 45+40  | 5+08  | 3+41  |
| N9518Z | 0+54   | 0+43   |       |       |
| N6154U | 9+39   | 7+34   |       |       |
| N9956Z | 18+52  | 16+48  |       |       |
| N7770B | 8+35   | 7+34   |       |       |
| N9577Z | 36+06  | 29+03  |       |       |
| N9838Z | 8+47   | 17+18  | 1+39  | 1+03  |
| N3728G | 5+45   | 5+00   |       |       |
| N9664C |        |        |       |       |
| N51259 | 2+26   | 1+43   |       |       |
| N9521Z | 6+32   | 5+58   |       |       |
| N21412 | 2+23   | 1+37   |       |       |
| N77Y   | 3+34   | 2+42   |       |       |
| N6622C | 1+14   | 0+57   |       |       |
| N748N  | 96+00  | 85+17  | 0+38  | 0+27  |
| N152L  | 92+21  | 82+17  | 1+40  | 1+19  |
| N184L  | 146+22 | 125+47 |       |       |
| N185K  | 88+35  | 78+13  | 5+36  | 4+34  |
| N192X  | 79+46  | 67+32  | 13+21 | 10+52 |
| N393R  | 137+38 | 113+27 | 12+50 | 11+20 |

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|        |        |        |      |      |
|--------|--------|--------|------|------|
| N194X  | 111+04 | 99+42  | 1+30 | 1+16 |
| N358F  |        |        |      |      |
| N285L  | 16+57  | 14+48  |      |      |
| N391R  |        |        |      |      |
| N394R  | 7+29   | 6+33   |      |      |
| N9444  | 8+06   | 6+24   |      |      |
| N198X  |        |        |      |      |
| N153L  | 34+23  | 31+35  |      |      |
| N180K  |        |        |      |      |
| N12450 | 29+17  | 23+08  |      |      |
| N8512F | 172+51 | 172+51 | 4+03 | 4+03 |
| N8513F | 107+47 | 107+47 | 2+00 | 2+00 |
| N8514F | 52+55  | 52+55  | 4+09 | 4+09 |
| N8535F | 35+53  | 35+53  | 7+08 | 7+08 |
| N1303X |        |        |      |      |
| N1304X |        |        |      |      |
| N1305X |        |        |      |      |
| N1306X |        |        |      |      |
| N1307X | 1+54   | 1+54   |      |      |
| N9871Z | 1+17   | 0+57   |      |      |
| B867   | 2+30   | 2+06   |      |      |
| B839   | 5+58   | 4+23   | 1+00 | 0+35 |
| B875   | 3+40   | 3+22   | 1+25 | 1+03 |

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Sub-total      1649+46      1452+49      97+37      84+03

3. Contract 0005

|        |       |       |      |      |
|--------|-------|-------|------|------|
| N6622C | 34+37 | 28+42 | 1+09 | 0+30 |
| N77Y   | 1+44  | 1+11  |      |      |
| N7950C | 0+55  | 0+35  |      |      |
| N9073Z | 0+58  | 0+37  |      |      |
| N358F  | 4+23  | 4+02  |      |      |
| N1305X | 0+43  | 0+43  |      |      |
| N8514F | 0+46  | 0+46  |      |      |

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Sub-total      44+06      36+36      1+09      0+30

4. Contract 0069

|        |       |       |      |      |
|--------|-------|-------|------|------|
| N9664C | 47+03 | 42+08 | 2+45 | 2+06 |
| N3728G | 26+14 | 22+26 |      |      |
| N7770B | 0+37  | 0+16  |      |      |
| N3674G | 2+37  | 2+21  |      |      |
| N9956Z | 2+56  | 2+47  |      |      |
| N9577Z | 5+02  | 4+23  |      |      |

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Sub-total      84+29      74+21      2+45      2+06

Total Revenue Block Time      6755+16

" " Flight Time      5853+46

" Non-Revenue Block Time      358+19

" " Flight Time      301+40

GRAND TOTAL BLOCK TIME      7113+35

" " FLIGHT TIME      6155+26

FLIGHT TIME BY TYPE OF AIRCRAFT:

| <u>Type of A/C</u> | Revenue    |             | Non-Revenue |             |
|--------------------|------------|-------------|-------------|-------------|
|                    | Block time | Flight time | Block time  | Flight time |
| C-46               | 693+23     | 557+44      | 51+02       | 43+54       |
| C-47               | 512+45     | 415+52      | 5+12        | 3+21        |
| Bailed C-47        | 139+28     | 106+39      | 1+54        | 1+28        |
| DHC-4              | 64+32      | 52+56       | 13+15       | 10+51       |
| WTB                | 867+53     | 733+18      | 73+04       | 58+58       |
| Beech 10-2         | 825+10     | 674+48      | 43+06       | 35+34       |
| C-45               | 157+25     | 130+55      | 11+21       | 8+26        |
| Porter             | 2281+56    | 1972+13     | 96+55       | 79+08       |
| 2 o 4B             | 1181+36    | 1181+36     | 51+29       | 51+29       |
| H395               | 31+08      | 27+45       | 11+01       | 8+31        |
| TOTAL              | =          | 6755+16     | 5853+46     | 358+19      |
|                    |            |             |             | 301+40      |

ATTACHMENT B

// LIGHT // INFORMATION // ENTER  
 SAIGON  
 MONTHLY ACTIVITY REPORT  
 1-31 MAY 1969



PART I  
 AIRCRAFT INCIDENTS

| Date   | A/C No, Type & Contract     | Place   | Description  |
|--------|-----------------------------|---|--|
| 01 May | N77Y<br>Beech 10-2<br>VN-41 | XT 9295<br>5 miles<br>NE of VL47                      | After observing groundfire, PIC immediately executed a hard left turn. No acft damage or personnel injuries occurred.  |
| 08 May | N1305X<br>204-B<br>VN-41    | XS 9459   | Acft was enroute to an outpost when PIC observed two burst of gunfire directed at his acft. PIC executed immediate departure from the area. No acft damage or personnel injuries occurred. |
| 09 May | B928<br>C-46<br>VN-41       | BS 6272<br>left Base<br>leg for<br>rwy 10 at<br>V-23. | Acft sustained eight hits while turning from base to final for rwy 10. Acft landed without further incident. No personnel injuries involved.   |
| 10 May | N9444<br>PC-6C<br>VN-41     | VS 8517   | Acft was enroute to V-56 when PIC heard and observed a short burst of automatic weapons fire off his right wing. No acft damage or personnel injury occurred.                              |

PART II  
 SITUATION SUMMARY

Although the aircraft incidents were the lowest since August 1966, the terrorist incidents and attacks by fire during the reporting period ranked among the highest since TET, 1968. Things were relatively low key the first ten days of the period. Then, on 10/11 May, a country wide upsurge of terrorist incidents took place. In Saigon alone, there were over 20 incidents. On the eleventh, the VN Information Center was 70% destroyed. Tan Son Nhut and near-by areas were attacked by rockets on three different occasions. All the RON stations were hit. Danang three times by rockets, Can Tho at least once, and Nha Trang 15 to 20 RR rounds on 31 May at approximately 1400 hours. Ban Me Thuot, another field where we RON aircraft occasionally, took over 50 rounds of mixed rockets and mortars. On 21 May, an ammo dump at TSN was destroyed.

In Saigon there were over 20 grenade throwing incidents, 20 explosive charges detonated and 4 power stations blown, resulting in extensive damage or destruction to vehicles and property, as well as loss of life and numerous wounded.

Terrorist activities were not confined to Saigon alone. The other areas came in for their share.

The outlook for the coming period is more of the same, possibly on an increasing level, with the possibility of the summer offensive commencing in June. Personnel should exercise caution, limiting their movements during the hours of darkness to those essential. Travel during curfew hours should be done only as required to protect life. Many violators are being shot.

ATTACHMENT C

## GROUND TRANSPORTATION

During the month of May 69, 10 microbuses were in commission daily.  
Statistics: Aggregate microbuses mileage

|                                      |         |
|--------------------------------------|---------|
| X-4033                               | 2461 Km |
| X4034                                | 2863 Km |
| X-4035                               | 2235 Km |
| X-1140                               | 1971 Km |
| X-1141                               | 2713 Km |
| X-1142                               | 2051 Km |
| X-0417                               | 3609 Km |
| X-0418                               | 2936 Km |
| X-0419                               | 3566 Km |
| X-0420                               | 3216 Km |
| <hr/> 28621 Km = Approx. 17888 miles |         |

Total microbuses downtime: 312 hrs  
Total microbuses pax carried: 5062 pax

|                                    |         |
|------------------------------------|---------|
| Isuzu bus mileage: X01057          | 3094 Km |
| X-01058                            | 2662 Km |
| X-04329                            | 2763 Km |
| <hr/> 8519 Km = Approx. 5324 miles |         |

Total Isuzu bus downtime: 185 hrs.

|                                     |      |
|-------------------------------------|------|
| Isuzu bus pax carried: Cholon route | 8656 |
| Saigon route                        | 5082 |
| <hr/> 13738 pax                     |      |

|                                    |         |
|------------------------------------|---------|
| Supply vehicle mileage: EB-8176    | 2298 Km |
| EB-1780                            | 1060 Km |
| EC-7953                            | 324 Km  |
| <hr/> 3682 Km = Approx. 2301 miles |         |

Supply vehicles downtime: 29 hrs 6'

3 wheeler lambretta and honda 50cc downtime: 27 hrs 24'

Grand total pax carried: 18800 pax

S A I G O N / A S E

MAY 1969

(Including Cam Ranh Sub-Base)

| CLASSIFICATION | [REDACTED] |     |     |     |     |     |     |     |      |      |     |     | TOTAL |      |     |
|----------------|------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-------|------|-----|
|                | GRD        | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD  | FLT  | GRD | FLT | GRD   | FLT  | GRD |
| PERMANENT      | 52         | 180 | 187 | 15  | 201 | 1   | 33  | 6   | 614* | 15** | 3   | 2   | 1*    | 1092 | 217 |
| TEMPORARY      |            |     |     |     |     |     |     |     |      |      |     |     |       |      |     |
| FTC            |            |     |     |     |     |     |     |     |      |      |     |     |       |      |     |
| PRIE-PROCESSED |            |     |     |     |     |     |     |     | 16   |      |     |     |       |      | 17  |
| TOTAL          | 52         | 180 | 187 | 15  | 201 | 1   | 33  | 6   | 630* | 15** | 3   | 2   | 1*    | 1109 | 217 |

GROUND PNL : 1109  
FLIGHT PNL : 217  
TOTAL : 1326

ATTACHMENT E

(\*) : 1 Swiss  
(\*\*) : 1 French  
(#) : 4 French

DAKANG SUB-BASE  
MAY 1969

| CLASSIFICATION |     |     |     |     |     |     | TOTAL |     |
|----------------|-----|-----|-----|-----|-----|-----|-------|-----|
|                | GRD | FLT | GRD | FLT | GRD | FLT | GRD   | FLT |
| PERMANENT      | 4   | 15  |     | 32  |     | 105 |       | 156 |
| TEMPORARY      |     |     |     |     |     |     |       |     |
| FTC            |     |     |     |     |     |     |       |     |
| PRE-PROCESSED  |     |     |     |     |     | 7   |       | 7   |
| TOTAL          | 4   | 15  |     | 32  |     | 112 |       | 163 |

GROUND PNL :

FLIGHT PNL :

TOTAL : 163

HUA TRANG SUB-BASIS  
MAY 1969

| CLASSIFICATION | ██████████ |     |     |     |     |     | ██████████ |     |     | TOTAL |     |     |
|----------------|------------|-----|-----|-----|-----|-----|------------|-----|-----|-------|-----|-----|
|                | GRD        | FLT | GRD | FLT | GRD | FLT | GRD        | FLT | GRD | FLT   | GRD | FLT |
| PERMANENT      | 8          | 18  | 29  |     | 82  |     | 137        |     |     |       |     |     |
| TEMPORARY      |            |     |     |     |     |     |            |     |     |       |     |     |
| FTC            |            |     |     |     |     |     | 2          |     | 2   |       |     |     |
| PRE-PROCESSED  |            |     |     |     |     |     |            |     |     |       |     |     |
| TOTAL          | 8          | 18  | 29  |     | 84  |     | 139        |     |     |       |     |     |

GROUN DPNL : 139

FLIGHT PNL : 0

TOTAL : 139

CAN THO SUB-BASE  
MAY 1969

| CLASSIFICATION | ██████████ |     |     |     |     |     | TOTAL |     |
|----------------|------------|-----|-----|-----|-----|-----|-------|-----|
|                | GRD        | FLT | GRD | FLT | GRD | FLT | GRD   | FLT |
| PERMANENT      | 1          |     |     |     | 9   | 4   | 14    |     |
| TEMPORARY      |            |     |     |     |     |     |       |     |
| FTC            |            |     |     |     |     |     |       |     |
| PRE-PROCESSED  |            |     |     |     |     |     |       |     |
| TOTAL          | 1          |     |     |     | 9   | 4   | 14    |     |

GROUNDS PNL : 14

FLIGHT PNL : 0

TOTAL : 14

BYWEEKLY REPORT ON VISA'S AND PASSPORTS  
PASSPORT & VISA SECTION PO-SCN

MAY 1969

| <u>SVN<br/>Exit entry</u> | <u>Extension<br/>of stay</u> | Brown<br>Book | <u>LaoS</u> | HKG | <u>Type</u> | TYO | <u>BYX</u> | PPT<br><u>Renewal</u> | Add<br><u>page</u> | Military<br><u>Reservist</u> | Sponsorship |
|---------------------------|------------------------------|---------------|-------------|-----|-------------|-----|------------|-----------------------|--------------------|------------------------------|-------------|
| 124                       | 133                          | 58            | 19          | 1   | 1           | 12  | 0          | 6                     | 2                  | 0                            | 255         |